

WORLD
SPIN

BMW R 1200 GS



ENGINE

Engine type Air/oil-cooled, single camshaft, eight-valve, boxer twin

Bore x stroke 101 x 73mm

Displacement 1170cc

Compression ratio 12:1

Ignition Digital, twin-spark

Fuel system Electronic intake pipe injection, BMS-K engine management system

Fuel type 95+RON

TRANSMISSION

Type Six-speed, constant mesh

Primary drive Gear

Clutch Dry, single plate

Final drive Shaft

CHASSIS AND RUNNING GEAR

Frame type Two-section frame, load-bearing engine-gearbox unit

Rake 25.7°

Trail 101mm

Wheelbase 1507mm

Suspension

Front: 41mm BMW Telelever forks,

adjustable preload, 190mm travel

Rear: BMW Paralever, adjustable preload

and rebound 200mm travel

Wheels Five-spoke, cast aluminium

Front: 2.5 x 19 Rear: 4.00 x 17

Tyres Continental TKC80 Twinduro

Front: 110/80ZR19 (59Q)

Rear: 150/70ZR17 (69Q)

Brakes

Front: Twin 305mm floating discs,

four-piston calipers

Rear: 265mm disc, two-piston sliding

pin-type caliper

DIMENSIONS AND CAPACITIES

Weight 203kg (dry, claimed)

Seat height 850/870mm

Fuel capacity 20L

HOWSITGO?

Power 77kW @ 7500rpm (claimed)

Torque 115Nm @ 5750rpm (claimed)

WHATSITCOST?

Testbike BMW Motorrad Australia

Contact www.motorcycles.bmw.com.au
(03) 9264 4000

Warranty 24 month, unlimited km

Colour options Slate Grey Metallic Matt, Blazing Orange, Titan Silver Metallic, Tansanit Blue

Price \$21,140+orc

■ TEST DANIEL COUSINS ■ PHOTOGRAPHY LOU MARTIN

BRANDED UNSTOPPABLE

Want a bike that will go everywhere? Electronic suspension adjustment and stability control are king

There is nothing quite like the feeling of being able to do whatever you want whenever you want — which is how the 2008 R 1200 GS makes you feel.

While it may look difficult to wield, the dual-purpose GS allows you to tackle most conditions, on- and off-road, with ease. During the launch, we rode wet and dry tar, plus grass, rock, gravel and dirt — almost every combination of surface you could imagine. The GS powered through it all.

Sending you hurtling through the elements is BMW's slightly revised 1200cc Boxer engine, pumping out 77kW of power and 115Nm of torque — you won't want any more.

Aesthetically, the 2008 model has been tweaked and includes a steel lining on the tank shroud, plus a new upper beak, among other things.

Helping you on your journey is the new off-road Electronic Suspension Adjustment (ESA), plus Automatic Stability Control (ASC) and the tyre-pressure control (RDC) — all available as options when you decide it's time for a GS.

They are certainly options you will want to consider. ESA allows you to adjust your suspension on the fly for both on- and off-road joy.

You have six damping settings to choose from (three for dirt — 'soft' for rough terrain, 'normal' for average and 'hard' for the smoother stuff, plus three for tar — 'comfort' for rough/wet roads, 'normal' for average roads and 'sport' for the twisty stuff) as well as five preload settings displayed as icons on your dash.

Off-road, you can choose between a small mountain for predominantly smooth terrain and the larger mountain option for the uneven stuff. Back on the road, you have three options for rear preload adjustment, depending on whether you're riding solo (one helmet), riding with luggage (helmet and bag) or riding with a pillion plus luggage (two helmets).

This extremely comprehensive system works well and, once you understand the options, it's simply a matter of picking how you want the bike to feel under you and then riding it.

The ASC has both an on- and off-road option — while on the road you'll find it near impossible to spin up the rear wheel, but BMW understands that you may want the rear to swing out on occasion, so the off-road setting allows a little bit of leniency with the back wheel. You can also have the ASC turned off completely.

RDC keeps you constantly informed as to what's going on with your tyres — which is great if you develop a slow leak on the dirt.

The GS's handling is marvellous and, once you're used to the horizontal-twin engine characteristics, the bike works wonderfully in the dirt and on the road. Despite its 203kg dry weight, it was quite easy to punt the GS around on unsealed areas and the extra fat gave it a very planted feel everywhere.

This BMW is great at everything but doesn't sacrifice any comfort for the rider. If you want to feel in control wherever you go, this is the bike for you. 🏍️

